

SCHOOL BOARD TO ENGAGE EXPERTS FOR BIG TASKS

Rules Abolish Standing Committees to Make Way For New Methods

Elimination of all standing committees from the city school board organization and the substitution of three additional officials was provided in the revised rules which were passed by the directors yesterday.

All important general matters will be handled by the board, while the routine administration affairs, purchasing of supplies, building repairs and improvements will be left in the hands of capable persons appointed to take charge of such work and make monthly reports to the board.

In dropping the finance committee all the book-keeping work will be given to an expert accountant who will be required to keep a record of all appropriations, costs and expenditures under various divisions. Bills will be presented to the board when payment is to be ordered.

A purchasing agent and a superintendent of buildings are the other two officials who are to be employed, taking the place of the buildings and the supply committees. The city superintendent also is given more authority to act in cases of assignments of teachers and in handling reports of misconduct of pupils.

It was said no decision has been reached by any of the directors as to whom will be given the various positions. Director Werner made a motion to amend the rules so that the board would be required to select an employee of some bank or trust company for treasurer. The motion was defeated.

Contracts Are Let

The contracts for remodeling of the Camp Curtin school building were awarded before the rules were considered. C. W. Strayer again received the general contract at his bid of \$170,221; Everts and Overlander, Lancaster, the heating work at \$25,255, and the Dauphin Electrical Supplies Company the electrical contract at \$13,350. Eugene J. Fogarty, of this city, was given the plumbing contract at \$17,990, which was lower than the bid of E. R. Shellenberger, of Hamburg, who had been given the work the first time the bids were opened.

The only increase is in the bid of the electrical firm, John S. Musser, president of the company, was present and explained to the directors that a twenty per cent. advance in the price of materials necessitated the increase in the bid. He also explained that when awarded the contract the first time he had ordered the clock parts and telephones needed for the contract, and would have had these materials on his hands with no use for them in case he had not been successful on the second bid.

The readvertising for proposals was necessitated because of a technicality discovered in the specifications by M. W. Jacobs, solicitor of the board.

Action on the request of the local Army recruiting headquarters to enlist school boys was postponed.

BLAIN FARMERS' INSTITUTE

Blain, Pa., Jan. 19.—Arrangements are being completed for a two-day Farmers' Institute in the town hall here on January 25 and 26. H. C. Fetterolf, H. G. Nelsley and J. Aldus Herr, speakers of the State Agriculture Association, are expected to be present. The first session will be held on Friday afternoon at 1.30 o'clock. Music will be furnished by the pupils of the vocational school.

Charles O. Gray killed a hog that weighed four hundred and thirty-seven pounds.

Boyd Shuman, of Iowa, is visiting his sister, Mrs. William Witt, and other relatives here at his old home. A son was born to Mr. and Mrs. Warren W. Shumaker.

Mrs. Elizabeth Stine, of Bixler, spent a few days here.

On Sunday morning at 10.30 o'clock communion services will be held in Zion's Reformed Church.

Alton D. Neldigh has a hog that he will soon kill which weighs over 700 pounds.

UNFURL FLAG WITH 38 STARS

Members of Perry County Sunday Schools Honored at Meeting

New Bloomfield, Pa., Jan. 19.—A Sunday school meeting for District No. 6 was held this week in Trinity Reformed Church here. Devotional exercises by the Rev. J. W. Weeter and an address by the Rev. J. Potter Hayes, of the Presbyterian Church, were followed by the unfurling of a six-foot service flag containing thirty-seven stars, representing that many young men who have gone into the United States service from the Sunday schools of the district.

Following is a list of members of Sunday schools in the district now in the United States service:

Mannville Lutheran Sunday school—Anderson Reeder, John Bupp, Christian Clouser.

Snyder's United Brethren Sunday School—Andrew L. Weldon.

Young's United Brethren Sunday School—James Sweger, Cloyd Dick.

New Bloomfield United Brethren Sunday School—J. Stewart Askins, Charles Delancey, Leon Briner, Lester Turnbaugh, John Clouser, Hobart Swager.

New Bloomfield Reformed Sunday School—George H. Bernheisel, Paul W. Darlington, Paul G. Swartz.

Stewart's United Brethren Sunday School—Neil Harper, Edward L. Moore, McClure Ramsey, James M. Shearer, John Porter Adams, Wilbur Shumaker, John W. Johnston, John A. Magee, Benjamin McPherson, Duke P. Clouser, George Kell, Harold Millington, Edward Masterson.

John Bucher, Dr. M. I. Stein, David Miller, Henry Thebes, Maurice Rhoads, Russell Boize.

Prayer was offered by the Rev. E. M. Ramsey, who solo rendered by Miss Ernestine Rhinesmith. W. D. Reel, state Sunday school specialist, of Philadelphia, gave a general talk on Sunday school work.

Bainbridge Red Cross Auxiliary Ships Supplies

Bainbridge, Pa., Jan. 19.—A report, given by Mrs. P. G. Engle, chairman of the Red Cross Auxiliary which is a branch of Columbia Chapter, is as follows: Articles sent to Columbia, January 11—Two sweaters; four packages of triangle bandages; 33 pillow cases; 1 knit hot water bottle cover; 2 knit wash cloths and 2 linen wash cloths; 6 comfort kits, equipped.

Since the auxiliary has been formed, which was June 26, 1917, these women, all over 70 years, have knit, sewed, mended, washed, ironed, sweated; Mrs. Mary Engle, age 78, two pairs of wristlets, one helmet and a number of wash cloths; Mrs. Frank Groff, age 70, three sweaters; Mrs. C. Shank, 82 years, two sweaters.

SOCIAL AT COOK HOME

Elizabethville, Pa., Jan. 19.—A mid-winter social was held at the home of Ceylon A. Cook, in honor of his wife, Anna, in West Broad street, on Thursday evening. It was a gathering of her many friends who completely pleased her, but it was made a very pleasant one for her guests. There was music and games and after many pleasures, the hostess led them to the spacious dining hall, where a fine luncheon was served. The following were the guests: Misses Daisy Weaver, Helen Riegle, Mabelle Weaves, Maude Weaver, Vivian Weaver, Vivian June Snyder, Eva Scheffer, Florence McGregor, Esther Schreiber, Jeannette Walters, Carrie Swab, Mary Boyer, Mary Snyder, Grace Forney; Mrs. Herbert Weaves, Mrs. Pauline Snyder, Mrs. Catharine Riegle, Mrs. Mark Matter, Mrs. Charles W. Mat, Mrs. Mark Uher, Mrs. Charles Cook, Mrs. Isalah Swab and Mrs. John Boyer.

APPEAL FROM JUDGMENT

Sunbury, Pa., Jan. 19.—Sixty persons in Shamokin and vicinity have filed appeals from judgments given against them by Squire Rocks and in favor of J. A. Welsh, receiver for the Miners' Mutual Fire Insurance Company. Welsh, who is under appeal, is seeking to secure back premiums due for policies while the defendants will try to show the court that the concern is insolvent and that it should not pay these monies.

THIS SOLDIER LIKES FRANCE

Harrisburg Lad Enjoys Work in American Medical Corps



George W. Bell, whose home is at 743 South Nineteenth street, enlisted July 23, 1917, just twelve days after he was 18 years old. He chose the Medical Corps and is now somewhere in France doing his bit. He was a member of the class of 1918 at Tech High school and has been in France about four months and seems well satisfied as these excerpts from his letters show.

"Dear Dad and Mother: I had an unexpected trip to France, but arrived safely. I thought it best not to let you know of it until I landed, so that you would not worry. This is the first opportunity I had to write. We left for France on October 27 and it took us twelve days to make the trip. When we landed we took a hike of several miles and were loaded on the train and were three days reaching our destination.

"Another letter is dated November 20, just after Thanksgiving and that festival was on young Bell's mind. "Dear Dad," he writes, "I suppose you had some dinner at home and maybe you thought I was eating hardtack and corned beef. But you certainly were mistaken. Yesterday was the first that I felt homesick and that was when I thought of the good old meal I was missing at home. But I put one over on all of you at home by having my Thanksgiving dinner about the time you were getting up. You know it is six and a half hours earlier here than at home. Here is what we had for dinner, and I am not exaggerating: Turkey, goose, sweet potatoes, mashed potatoes, hills, dressing, coffee, cranberries, fruit cake, peach pie, figs, apples and several kinds of nuts. I suppose you can hardly believe that we had all this but it is true and we could get a second helping, too. Last night there was a show in the wooden tent and in the soldier club so you know we did not have such a bad time for Thanksgiving.

"At the present time we occupy a town by ourselves with the exception of a few old French women and children. It rains almost all the time and it is so muddy that we continually have wet feet. You get used to it. The French people are about 1,000 years behind the United States in their customs for their dress, but you in mind of the old Quakers, and their footwear is like that of Holland. The wooden tent is an orphan home down the street and it is pitiful to see those children come down on the pavement in their long dresses, and their hats and wooden shoes as they go to school. There is a box put out in front of the school and the soldiers put in it all their spare change.

"The French people certainly know how to charge the American soldier, but they do not get much money out of our bunch for we did not get paid since October 3, and we do not expect to get any until the 20th of next month. Then we will have two months' pay coming. I am not going to send any more money home for we cannot insure it and I hate to take chances, so I am saving fifty dollars out of next month's pay and letting the government keep it until I get my discharge. We are compelled to save at least one-half of our pay, so I am going to let the government keep whatever it chooses to save.

"I am well and like France very much and I hope that you are all as well and not worrying about me for I am perfectly safe."

MOTOR CARS A PRIME FACTOR

In Every Field of Endeavor It Is an Indispensable Instrument of Service

(By J. D. Dort, president Dort Motor Car Company.)

The three commodities most essential to the public welfare are food, fuel and transportation.

One of the most important units in the transportation system of America is the passenger automobile. It not only feeds and supplements the steam and electric railways, but reaches destinations that it alone can reach.

It has freed the farmer from isolation, it has brought him miles nearer his buying and selling markets. The working hours that are saved through the ground-covering ability of his car are many.

The passenger automobile enables men employed in cities to live in the suburbs, but only those of large means, but small storekeepers, clerks and mechanics.

In the city thousands of salesmen, contractors and doctors, hundreds of physicians, scores of real estate dealers, and many other groups, rely upon the automobile to accomplish economic results with those of the typewriter and the telephone—economies that conserve time.

The war has brought many duties to those of us who are engaged in the service of the government—offering our services to the government in selling bonds, doing Red Cross and Y. M. C. A. work, making streets, consulting engineers, etc. We must manage a crowd into our car and the automobile is helping us immeasurably to do it.

Method For Service Charges Is Successful

There are few details in connection with the handling of an immense volume of automobile business that present irremediable problems than does the service question. John N. Willys, head of Willys-Overland, Inc., believes, however, that his problem has been solved by the adoption of such a service system as the one employed at the New York branch of Willys-Overland.

The Overland policy, which has proved so successful, is to inform the customer in advance as to the charges he will be called upon to pay for the repairs, irrespective of whether those repairs are of easy remedy or of long drawn out process. In other words, the protection of the customer's interests begins when the ailing car is driven into the station.

As the customer takes his car into the service station, a foreman is on hand to inspect the car and to determine whether those repairs are of easy remedy or of long drawn out process. In other words, the protection of the customer's interests begins when the ailing car is driven into the station.

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Chalmers Hot-Spot Test Feature of New York Shows

Summary of the test, first explosion in 8 seconds, actual start in 40 seconds; duration of test, 15 hours; gasoline, average low grade of present.

Temperature average for 15 hours, 25 degrees above, United States weather bureau; 24 degrees above, Chalmers thermometer; 30 degrees above, Chalmers thermometer.

Judges in charge of test, S. A. Miles, manager automobile show; D. Deereoff, representing Motor Age; C. E. Scharps, New York Tribune auto editor.

Permanent observer, W. H. Trahand, Jr., formerly secretary contest board 9 suspended, A. A. A.

In the wake of one of the worst January cold spells, according to the New York Weather Bureau, in a quarter of a century, a Chalmers hot-spot started last night in forty seconds, after a fifteen-hour exposure in stinging icy cross-winds.

From 7.30 in the morning until 10.30 at night a stock Chalmers was still standing in the path of, thousands of show visitors, in personal charge of an expert observer, and open to inspection by the public.

The prime object of the test was to do everything "in the open" under the supervision of experienced judges and in the fact of the worst weather conditions prevailing during the week.

Although the weather was milder than last weeks intense cold, at the same time average temperature for the fifteen-hour test was about 25 degrees below the point of freezing. With great quantities of snow still blanketing the street, the car was surrounded by ice on the ground and in the air. The Chalmers thermometers varied, one being lower than the weather bureau and the other one higher. The maximum average was 30 degrees and the minimum 24 degrees above zero.

W. H. Trahand, Jr., formerly secretary A. A. A. contest board, now suspended, sat in the car throughout the test and submitted a written report to the judges committee.

At 10.30 last night with the mercury at 23 above the starter was pressed down and the first explosion occurred in 8 seconds in 40 seconds, slightly over a half minute, the engine officially started and was running perfectly.

WAR EFFECT ON AUTO INDUSTRY

Less Cars Because of War, But Demand Will Continue

So much has been said about the uncertainty of automobile manufacturing conditions, as the result of the war, that there are undoubtedly many who would regard the war as a depressing factor in motorcar trade. Not so, however, among the leaders in the motorcar industry itself.

"Even now the general public has learned that the war must act as a stimulant in the selling of automobiles," says John N. Willys, of Willys-Overland fame. "This is a day of thrift and increased business efficiency. The automobile is a factor that must be included in programs of thrift and efficiency and for that reason it has become indispensable in public and private life.

"There is every reason to believe that this time there will be some decrease in the supply of cars. Many of the manufacturers are not adequately equipped to handle both their motorcar business and the Government work, and they have patriotically allowed their personal affairs to go by the way in their effort to support the country's fighting program.

"And, obviously, any decrease in supply will mean a greater demand for the cars that are being built. The demand itself will not fall off—it will grow as the requirements assume greater proportions.

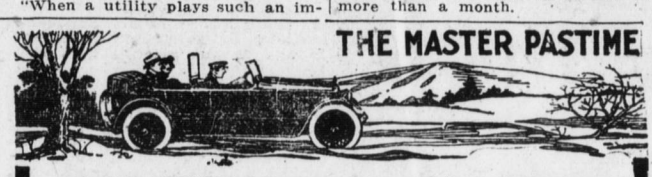
"It has been said that farming conditions furnish the basis for all prosperity. We know what the farmers are up against this coming year. Never has responsibility rested so heavily on their shoulders as at this time. In fact, the winning of the war is to a large degree dependent on the support of the farmers. Their efficiency will be taxed to the utmost.

"And, one cannot talk of farming efficiency without considering the automobile. Already the car has accomplished great things for the farmer and it is about to accomplish still more wonderful achievements. There is indisputable evidence, I

am told, to the effect that only 37 per cent. of the cars in the United States are registered in the cities. In other words 63 per cent. of all the cars in use in this country are owned and operated by people living in small towns and in the country. In the so-called West Central group of states, with a total registration of 726,000 cars, more than 50 per cent. are rural registrations. In only five states—Massachusetts, Rhode Island, Connecticut, New York and California, do city registrations exceed the registrations of cars owned by dwellers in small towns and country places.

"When a utility plays such an important part in any line of endeavor as the car plays in farming, is there any reason for thinking that the war can retard that demand? On the other hand there is every reason for knowing that the war, with its added responsibilities, will increase that demand."

Watsontown, Pa., Jan. 19.—Beginning to-day the local municipal light plant will close down from 8 a. m. to 5 p. m. and for house and power use it will run the rest of the day. Street lights have not been in service for more than a month.



THE MASTER PASTIME

REAL SERVICE when you most need it, is at your command on a moment's notice, if your car is RELIABLE. And the cost is so trifling you will wonder, after learning our prices, why you deprived yourself of this pleasure so long.

EASY PAYMENTS CAN BE ARRANGED

1917 STUTZ Roadster, equal to new, wire wheels, cord tires, will sacrifice.	1917 MAXWELL Roadster, A-1 shape, very nice.
1917 HAYNES 6-cyl. Touring, excellent condition; used very little—a bargain.	1916 BUICK 7-55 Touring, 7-pass., very nice.
1917 APPERSON Touring, tip-top condition; splendid equipment; \$225.	1917 SAKON SIX Roadster, used very little.
1917 JEFFREY SIX Touring, run only 4 months; practically new; a bargain.	1917 OLDS 8-cyl. Touring, run 1800 miles; fully equipped.
1917 DODGE Touring, run 1700 miles; mechanically perfect; \$250.	1917 KING 8-cyl. Touring, tip-top condition; 2 extra tires; slip covers—a bargain.
1917 CHALMERS Touring Light Six, A-1 shape; excellent condition—a snap.	1917 STUDEBAKER 7-pass., 6-cyl., A-1 shape; lots of extra equipment.
1917 WILLYS-KNIGHT Touring, like new; slip covers; extra tires; \$275.	1916 HUMPHREY Touring, A-1 condition; \$225.
1917 HUDSON Super-Six Touring, used very little—a bargain.	1917 ROAMER Touring; wire wheels; very classy.
1917 BUICK SIX Roadster, also Touring, dandy condition.	1917 OVERLAND Touring 35-H. P., equipped with very class.
1917 COLE EIGHT Touring, 7-pass., tip-top condition; \$275.	1917 CHANDLER Touring, 25-H. P., equal to new—a snap.
1917 CHALMERS SIX Roadster, lots of extras; A-1 shape; \$260.	1917 PULMAN Touring, 25-H. P., looks like new.
1917 OAKLAND 6-cyl. Touring, very economical; tires like new.	1917 GRANT SIX Touring, very economical; fully equipped.
1917 OVERLAND 6-cyl. Touring, first-class condition; fully equipped—\$265.	1917 IMPERIE Touring, 30-H. P.; \$242.
	1916 DODGE Roadster; excellent condition.
	1916 CADILLAC 7-pass. Touring, new tires.

RELIABLE AUTOMOBILE COMPANY
249-251 NORTH BROAD ST., PHILA., PA.
OPEN SUNDAY. SEND FOR BULLETIN. AGENTS WANTED.

Cadillac Company Elects New Manufacturing Head

John F. Guider, formerly factory superintendent of the Pierce-Arrow Motor Car Company, and an executive of that concern for more than twelve years, has been elected vice-president of the Cadillac Motor Car Company, in charge of manufacturing.

Mr. Guider, who has already assumed work in his new capacity at Detroit, says: "It has always been my policy and practice to build a first class product and to improve it, and in what I have seen at the Cadillac shops I have been impressed by the fact that this is exactly the Cadillac policy."

He is 45 years old and comes from a New England family of tool maker with the Yale Lock Company, now the Yale & Towne Manufacturing Company, of Stamford, Conn. Building, installing and testing marine engines was a later pursuit. Other connections were with the American Graphophone Company at Bridgeport, Conn., and as a mechanical expert in a New York patent office. He also did research and experimental work for the Union Typewriter Company.

Mr. Guider went to the Pierce-Arrow Company in 1905, and two years later became general factory superintendent. He remained in that capacity until January 1, when he assumed charge of the manufacture of Cadillac cars.

Behind the chronology of Mr. Guider's connections is an interesting story of self development. Among his hobbies are physics, music and law. He is a student of all three.

Use McNeil's Cold Tablets.—Adv.



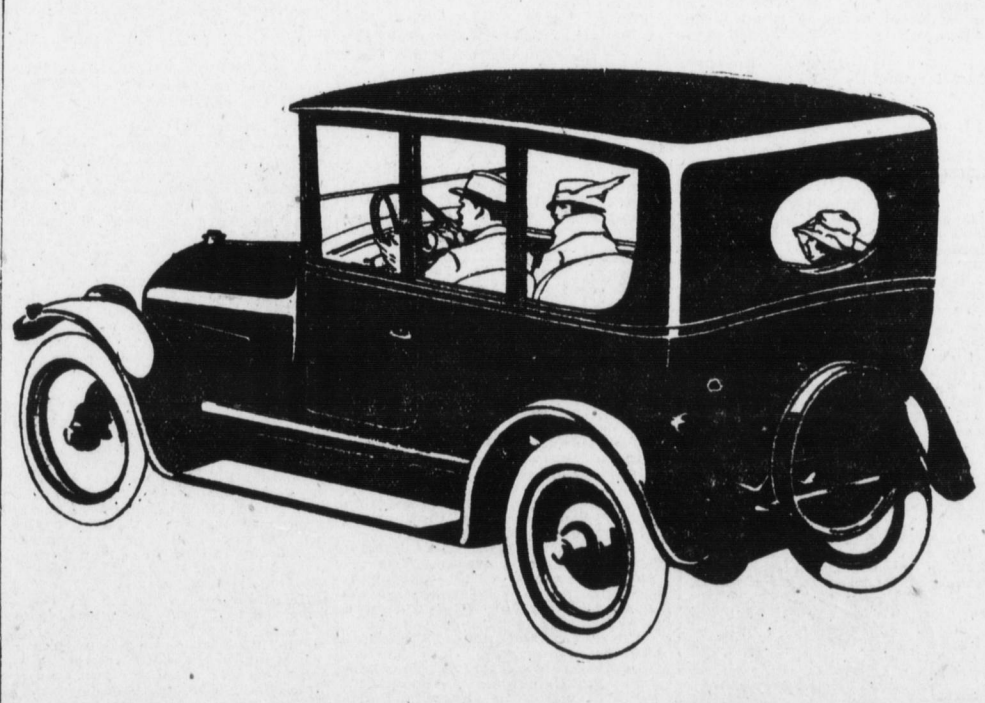
The Thrift Car

The times demand full-speed-ahead this winter.

This Small Sedan accelerates activity and protects health.

That it is beautiful and fashionable is secondary to its all-weather utility value.

The more you know cars, the more you appreciate it.



Appearance, Performance, Comfort, Service and Price

Light Four Model 50 Small Sedan
* a. b. Toledo—Tax Free Price subject to change without notice

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THE OVERLAND-HARRISBURG CO.

OPEN EVENINGS BOTH PHONES
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Pennsylvania Indemnity Exchange

COMMERCIAL TRUST BUILDING

RECIPROCAL AUTOMOBILE INSURANCE

means war-time thrift
Write To-day for Circular

Harrisburg Branch, Patriot Building. A. L. Hall, Manager

Motor Car Used to Switch Freight Cars

The field of activity in which the motor car operates to the advantage of modern man is almost without limit. Witness the application of this truth by a resourceful Providence, R. I., man.

When the freight car shortage became serious several months ago, the Broadway Sales Company not only found it difficult to obtain shipments from the factory, but had an endless amount of trouble in getting the cars unloaded when they finally arrived in Providence. This was due to insufficient switching facilities and a bad congestion of the railroad yards.

Sales were too heavy to tolerate delays, so the manager of the company decided there had to be a remedy. He brought out one of the oldest Dodge Brothers motor cars he had and went down to the yards to do a little switching of his own. The experiment worked. Although the car had made more than 20,000 miles of service, it applied itself energetically to the task of moving freight cars weighing about 50,000 pounds each, "kicking" them up to the platform where they could be unloaded. Thereafter the same plan was tried several times, each time with success.

There are more ways than one in which the motor car can prove itself indispensable.

FIRMS MUST MAKE RETURNS
Sunbury, Pa., Jan. 19.—Prothonotary Summers has received notice from the Auditor General's office in Harrisburg, saying that all persons or firms doing business under a fictitious name must make their returns before the first of the month or suffer arrest for violating the law. More than fifty firms have so far made this report in Northumberland county and a heavy penalty goes with ignorance or failure to attend to this matter.

WE REPAIR RADIATORS

Lamps, Fenders, Hoods, Bodies and Windshields

Nuss Mfg. Co.
11th and Mulberry Sts.
HARRISBURG, PA.

Notes of Interest

At small cost we can make your brass beds, chandeliers and silverware look like new.

We replate and refinish gold and silverware, brass and nickel fixtures of every description.

A phone call brings our representative to your door with an estimate.

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"The Car Ahead."

\$1295—"Double Cow," 5-pass. Touring and "Get-Chummy" Roadster.

Unhesitatingly the choice of exclusive buyers, who demand individuality and personality in their possessions.

Ensminger Motor Co.
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Eveready

a battery free from trouble because it's free from ruinous Sulphation

5-Passenger Touring \$865
Car
3-Passenger Clover-Leaf Roadster \$865

Ensminger Motor Co.
THIRD and CUMBERLAND STS.
Bell Phone 3515

Miller Auto Co.

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